

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 3,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "KINSHAN" 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" 2,365 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 7 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SALNAM" 558 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 7.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel-Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th November, 1906. [10]

JAPAN-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAPAN-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 20th November, 1906. [15]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHUNG, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE.

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906. [14]

EYES

RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.
 Hongkong, 27th November, 1906. [18]

Dentistry.

Dr. M. H. OHAUN.

THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 11th July, 1906. [19]

TSIN TING.

LATEST METHOD OF DENTISTRY.

STUDIO AT NO. 11, DES VUEX ROAD CENTRAL.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1906. [68]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 21st November.
HUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 21st day of November, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th November, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th November, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 20th November.

Content of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.0.0.	\$42.0.0.	\$22.0.0.
Return	91.0.0.	63.0.0.	33.0.0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65.0.0.	44.0.0.	21.0.0.
Return	97.0.0.	66.0.0.	35.0.0.
TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	61.0.0.	44.0.0.	26.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
VIA BREMEN OR SOUTHAMPTON ...	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton, overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

TOUR IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAREN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,301	TUESDAY, 11th December.
SANDAKAN	1,791	TUESDAY, 4th January.
MANILA	1,791	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$38.10	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$51.00	\$26.00
TO SYDNEY	\$33.00	\$23.00	\$16.00	Return \$59.10	\$24.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$60.50	\$24.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail	\$97.0.0.
Steamer	
TO EUROPE VIA AUSTRALIA AND AMERICA	95.0.0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZ REGENT LUITPOLD, WEDNESDAY, 21st Nov.
 KOBÉ & NAGASAKI PRINZ SIGISMUND FRIDAY, 23rd Nov.
 SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA PRINZ EITEL FRIEDRICH, WEDNESDAY, 5th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. S. S. Co., T. E. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$65.0.0.
TO BREMEN	\$61.0.0.
TO PARIS VIA CHERBOURG	\$65.0.0.
TO NAPLES, GENOA VIA GIBRALTAR	\$65.0.0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 19th November, 1906.

AGENTS, [16]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 503, or 681

Telegrams, "Dock, Yokohama," Code A. B. C. 4th and 5th Ed.

Liobbers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT

OF

HENNESSY'S

*** BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

6, Queen's Road.

Hongkong, 7th November, 1906. [16]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 27th August, 1906. [69]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,

in all kinds of

JAPANESE FINE ART CURIOS, TEA

SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,

Hongkong.

Hongkong, 28th April, 1906. [50]

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR

PORTRAITS, GROUPS and ENLAR-

GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICES VERY MODERATE.

Hongkong, 11th September, 1906. [66]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFA-

TURERS and DEALERS in Ladies' and

Children's Underwear, Silk, Pongee, Grass

cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Genti-

men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [58]

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"

Breadth 24' 0"

Depth 9' 6"

Capacity 320 tons.

Complete for delivery within 5 weeks from

this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,

30, Des Vaux Road, Central,

and

HOO CHEONG WO & Co.,

51 and 53, Connaught Road, Central,

Hongkong, 5th November, 1906. [1068]

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.80 per Cask

ex Factory.

In Bags of 75 lbs.

Intimations

Hongkong, 13th November, 1905.

[42]

Hongkong, 14th November, 1906.

Belgravia. Why do so many people here at Belgravia and affect exclusiveness when they know so well that on their return to England

Sold by All Chemists.

Hongkong, 14th November, 1906. [10]

[illegible]

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCALL'S TOFFEE AND MIXED SWEETS.

CADBURY'S SUGARED ALMONDS.

BURNT ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

NOTICE.

All communications intended for publication should be sent to the Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor for return of any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On November 15, at Shanghai, the wife of A. W. BURLICK, of a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 20, 1906.

HINDOOS IN CANADA.

The picture we sketched the other day of the unrest and indignation which exist among the people of Vancouver on account of the immigration of East Indians was in no sense overdrawn, for the growing agitation against the newcomers culminated in a mass meeting of the citizens, at which the most violent language was used to express the Canadians' detestation towards the invaders. There was no beating about the bush, or hooded pills, regarding the national objection to the alien race. From the mayor and the member of Parliament for the district to the humblest navvy working on the railway, the speakers gave voice to the almost unanimous desire that the Indians should be expelled from Canada and returned to their own country. The best that anybody could say of them was that these intruders were British subjects. But that admission was qualified by the sarcastic observation that the Indians could not help it. They were described as living in pig-sties, of constituting a menace to the city, of looting in the suburbs and importuning women and children for alms, of existing under the most insanitary conditions, of attempting to reduce the wages of the white men by working for a bare pittance. It had been said that there was a dearth of labour in Vancouver, but that assertion would not hold water, according to the mayor. When an old gentleman, who had served his country as a soldier in India and retired with

the rank of colonel, rose to support the cause of the Hindoos and Mahomedans who had landed in Canada in search of the fortune that was not to be found in India, he was constantly interrupted by the audience and eventually had to assume his seat before his story was half told. It was quite clear that the Canadians would have nothing to do with the outcasts. If the law against the immigration was not already strong enough to exclude Asiatics then its scope must be widened—that was the prevailing sentiment. Eventually a resolution was carried which predicated that in the present immigration was a mere indication of a much greater influx of Asiatic labour, and as the present conditions of labour in Vancouver were not such as to afford employment to those East Indians who had already arrived, the Dominion Government should be requested to take immediate action towards determining whether or not further immigration should be allowed, such immigration being, in the opinion of the meeting, against the best interests of Canada. The resolution was adopted with acclamation, the only objection to it being its moderation. One man in the audience cried: "Put a little more dynamite in it," but in the end it was recognised that a sane and sober resolution was far more likely to carry weight with the premier and the cabinet of Canada than a fanatical outburst of race prejudice. One daring champion of the visitors wrote that there would be popular agitation when intelligence of the treatment the Hindoos were receiving should reach India, but, rejoined the *World*, "it is not best to have agitation and treason there than to see this fair land become a vast poorhouse—a paupers' paradise, and the home of dark-skinned heathens and their wicked practices, diseases and filthy habits? No plea that this particular race once saved India to the British crown will avail to check the flood of popular indignation against all East Indians." Naturally, the fact that the people are up in arms against the Indians has roused the newspapers to the highest pitch of energy in order to find arguments for the expulsion of the aliens. Day after day, stories are related about the starving immigrants who frighten women into giving them food and money. They are described as meral lepers, and there is a big demand for revolvers, which women are learning to use, and what is more, avow their intention of using should they be molested by word or deed by the interlopers. There can be no manner of doubt that public opinion will carry the day.

The Indians will be expelled from the country. The matter now, the wonder occurs to mind that the Government here permitted these men to leave Hongkong for Canada. The local authorities knew perfectly well that these Indians were bound for Canada, and they also knew that Canada was no place for the sun-baked frames of the emigrants. Did anybody consider it necessary to enlighten them as to the conditions prevailing in Canada? Is it possible that they were tricked into believing that the new world was a second Canada for East Indians? Who paid their passages and who was their counsellor and friend during their sojourn in Hongkong? We have already suggested that the Government here should take time by the forelock and communicate with the Indian Council regarding the return of these deportees to their own country. If Canada rejects them, are they to be dumped willy nilly in this Colony? We have quite enough low-class aliens in Hongkong already without having a horde of unfortunates thrown on our shore. Our experience of Indians has not been so desirable as to lead us to crave for more. In this case Barkis is decidedly not willing. And why should we be saddled with the cost of maintaining a couple of thousand starving beachcombers? They must be expelled from Hongkong on their return with as much expedition as the Canadians have shown.

LOCAL AND GENERAL.

THE English mail of the 20th October was delivered in London on the 17th inst.

RACING men will be interested to learn that Moriak, the winner of the Shanghai Champions, was purchased by Messrs. Barley and Kanok last Sunday night for Tls. 4,000.

THE *s.s. Mongolia*, having been thoroughly repaired and placed in good order and condition, will again go on the route taking up her regular sailing date as per schedule leaving San Francisco on December 21st for Hongkong via usual ports of call.

MUI Pak Pang, a broker, of No. 5, Tung Tak Lane, was arraigned before Mr. C. A. D. Melbourne, to-day, at the Police Court, at the instance of Inspector Ritchie, charged with exhibiting the winning number of a lottery ticket yesterday. A *lukong*, who was on duty in Queen's Road Central yesterday, saw defendant in a shop with the prize list of the Macao lottery. The *lukong* waited a moment and when he saw accused showing the list to other persons he arrested him. The broker admitted the charge and was fined \$20.

ASSAULTING AN OFFICER.

ABLE SEAMAN SENT TO GAOL.

Captain S. de Bohun Lockyer, master of the transport *Soudan*, summoned E. Canty, an able seaman, on board his ship, before Mr. F. A. Hazeland, at the Police Court this morning, for assaulting R. H. Strijger, the second officer, on the 4th instant, while on the high seas.

Mr. E. P. H. Lang, of Messrs. Deacon, Looker and Deacon, who represented the accused, said that he was prepared to admit the charge. He explained that his client struck the officer under the impression that he himself would be assaulted.

The captain said that accused had behaved himself very well previous to this. The assault was a serious one in itself, but what was more serious was that the officer was on watch when he was assaulted.

His Worship: I quite appreciate the seriousness of the case. Do you want this man back on board?

The Captain: Yes, when the ship sails. She leaves here to-morrow week.

His Worship: He seems sorry for what he did, but it is a serious matter.

The Captain: He was under the influence of drink at the time, your Worship.

A sentence of seven days' hard labour was passed.

DRUNK ON THE HIGH SEAS.

Quartermaster Doolan, of the *Soudan*, was the next man to come before the Court. He was charged by the captain with being drunk on the high seas on the 20th September and 3rd November.

Mr. E. P. H. Lang also defended this accused. He asked for an adjournment, as he had not been fully instructed.

The case was remanded until Thursday next, a plea of "not guilty" having been entered.

FOODS AND DRUGS PROSECUTION.

HOTEL PROPRIETOR SUMMONED.

Inspector Withers, of the Central Police Station, summoned the proprietor of the Rose, Shamrock and Thistle Hotel before Mr. F. A. Hazeland, at the Police Court this morning, for selling a bottle of brandy on the 9th instant, which was not in accordance with that ordered by the purchaser.

Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, who defended, said he had an objection to raise regarding the section of the Ordinance under which his client was summoned. He said that the summons was taken out under Section 6 of the Foods and Drugs Ordinance, which related to drugs for internal and external use. This case did not come under that section as it was not a drug.

"If you are going to raise that question," said his Worship, "I had better fix a date, as it is a very difficult point."

Mr. Beavis said that he would prove to the Court that the brandy was bought from a well-known firm in the Colony. He asked for an adjournment to see what arrangement could be arrived at.

After a few minutes' consultation, Mr. Beavis returned into Court and announced that in order to avoid a postponement he would agree to the case being proceeded with under that section.

"Then it is simply a matter of penalty," remarked his Worship.

"As regards the question of guilt," went on Mr. Beavis, "I wish to rely on Section 22 of the Ordinance, which reads: 'If a defendant on prosecution proves that the purchaser—'

"That goes for trial," said the Court.

"I must bring up the point, your Worship," said Mr. Beavis.

"That will take some little time," said his Worship, "and I will remand the case until Wednesday week, at 11.30 a.m."

THE gun practice scheduled to take place to-night is postponed until to-morrow night.

MR. A. A. H. Milroy, manager of the Sailors' Home, charged his houseboy, Pau Chun U, before Mr. F. A. Hazeland, at the Police Court to-day, with behaving in a noisy and disorderly manner in the Home yesterday. The accused, who was alleged to have been under the influence of liquor at the time, pleaded guilty to the charge. Fined \$5.

CHIEF Detective Inspector Hanson proceeded against Chan Wa Yuk, the master of water-bus No. 6510, before Mr. C. A. D. Melbourne, at the Police Court yesterday, for failing to register the birth of his sons, Chan Tai and Fok Sing. Chan Tai was born on 22nd November, 1893, and Fok Sing on 14th November, 1902. The charge was admitted, and his Worship imposed a fine of \$5.

THIS morning on passing down Station Street Detective Sergeant Grant noticed a big Chinese basket lying in a side channel in front of house No. 47. An investigation showed that the basket contained the dead body of a Chinese girl, about twelve years of age. Sergeant Grant at once had the body removed to the mortuary, to ascertain the cause of death, while the matter of the dumping was taken into immediate police inquiry.

A VERY unfortunate accident occurred on Sunday last at Castle Peak, by reason of which a Chinese houseboy may lose his life. It appears that on that day a party of young foreigners went out to do some quail shooting, one of them taking his "boy" with him to act as their "retriever." The boy ran up to get a bird which had just been shot when another rose near him, and one of the sports, not noticing the boy's proximity, fired, the shot unfortunately penetrating the head and face of the boy instead of the bird. The party immediately stopped their sport, and brought the badly wounded boy into the City, where a report was at once made to the Police of the occurrence. The boy, who was then conscious, strenuously opposed being sent to hospital, but begged to be sent to his own house, and this the Police saw fit to do.

E. & A. S.S. "AUSTRALIAN"

WRECKED ON VASHAN HEAD.

Messrs. Gibb, Livingston and Co. courteously inform us that they are in receipt this morning of a telegram which states that the *s.s. Australian*, of the Hongkong-Australia line, has been wrecked on Vashan Head, just outside of Port Darwin. All the passengers have been saved, but the vessel is expected to become a total wreck.

MACAO NOTES.

THE MUNICIPAL ELECTION.

[From Our Own Correspondent.]

Macao, 19th November, 1906.

A large body of the ratepayers assembled at the chambers of the *Leal Senado* on Sunday morning, the 18th instant, for the purpose of voting for the election of six councillors to form the Municipal Corporation of the City for the years 1907-1908. This election, a biennial one, is held under article 69 of the Electoral Laws promulgated on the 8th August, 1901. His Excellency the Governor has, by a notification in the Official Gazette, appointed a body of seven citizens to conduct the election with 'Lieut. Colonel C. M. Azedo as president and Mr. A. C. Henriques as secretary. A great deal of interest was evinced throughout the proceedings and the spacious hall of the *Leal Senado* was crowded with voters and other influential members of the community from an early hour of the day. Electioneering had been going on briskly for the past few days, so that long before noon the lists of votes received have nearly filled up the electoral urn, into which each list was put after the person tendering the same had been found to be duly qualified to vote. That the whole proceeding was carried out in a thoroughly fair manner was shown by the care taken by the meeting in ascertaining the qualification of each voter before accepting his votes. In a few cases votes were rejected not without very cogent reasons. At 1.30 p.m. the voting was closed, and the total of lists of votes was verified before a scrutiny of the same was begun. In the course of the latter several discussions arose as to the eligibility of some of the candidates, but these 'knotty points' were threshed out and disposed of without much ado. The result of the voting shewed as follows: Dr. Francisco Xavier Pereira 192 votes; Mr. Antonio Alexandrino de Nello 185 votes; Count de Senna Fermanes 175 votes; Mr. Francisco Felipe Leitao 167 votes; Colonel Fernando Feliciano Maher 165 votes; Mr. Francisco Xavier dos Remedios 159 votes.

GUNBOAT FOR RIVER PATROL.

In view of recent piratical attacks upon steamers plying in the waters of our neighbouring rivers, and the insufficient protection afforded to this port, the authorities here have had under consideration the dangers thus threatened, and have decided to construct two small gunboats to patrol the rivers and guarding the safety of the harbour. An order will shortly be given, I understand, to Messrs. Yarrow & Co., England, for the construction of one gunboat of shallow draft after the type of the English gunboat *Moorehen*, which has been here now for some time.

EUROPEAN LADY MOLESTED.

A European lady, staying at the Macao Hotel, left the hotel a few afternoons ago with her child for a stroll along the Praya Grande in the direction of the public gardens. She had not proceeded far when she noticed she was being followed by a very rudely 'looking individual who had the impudence to address some words to her in a language she did not understand. She paid no heed to the man, but continued on her way to the gardens, and whilst she was seated on a bench there, he sat next to her and commenced touching her with his hands. She at once got up and returned to the hotel with this vagabond still following her. On arriving at the hotel she informed Mr. Farmer, the proprietor, of what occurred, and on seeing the fellow still lounging about there, Mr. Farmer ascertained through some Portuguese gentlemen that he was an ex-marine policeman and a deserter. The next morning Mr. Farmer had an interview with the Governor and His Excellency Senhor Montenegro at once issued orders for the arrest of the ex-policeman, and investigations are now being made with the result that a series of charges are laid against the man and it is expected he will eventually be deported to Africa. The prompt action of the Governor is highly commendable, inasmuch as it will put a stop to these hoodlums who prowl about the streets molesting with impunity European ladies in the principal thoroughfares of the city.

A BRUTAL ASSAULT.

A most brutal and dastardly assault upon an aged Chinaman took place a few nights ago behind the St. Miguel Cemetery, a short distance from the Chinese Hospital. The victim alleges that whilst he was walking along the road leading to the Cemetery he was followed by four European soldiers, and when quite close to it, in a deserted part of the road, he was suddenly set upon by these four soldiers and was assaulted. After having grossly maltreated the Chinaman, the soldiers took to their heels. A complaint was laid, and the police are leaving no stone unturned to bring the perpetrators of the crime to justice, though it is doubtful whether the victim, owing to the darkness of the night, will be able to identify his assailants.

Two boatbuilders, carrying on business on the Shau-ki-wan Road, were in the Police Court this morning on a charge of trespassing on Crown land near the Bay View Police Station.

Mr. F. H. Dillon, of the Public Works Department, prosecuted. The defendants, it was understood, were utilizing Crown land for storing their timber. The first defendant who had been previously warned forfeited \$50, and the other was ordered to pay a fine of \$10 by Mr. F. A. Hazeland.

CANTON DAY BY DAY.

MILITARY APPOINTMENTS.

[From Our Own Correspondent.]

Canton, 19th November.

An Imperial telegraphic despatch has been received from Peking transferring the present Tartar General Shou Yam of Canton, and his two lieutenants Tatar Generals, for duty at the capital. The Tartar General Shing Fun of Nanking will take up the vacancy at Canton.

CHOW FU'S ACTIVITY.

It is interesting to note that even at the age of seventy odd years, H. E. Viceroy Chow is still as active as ever. Yesterday, when he was going out for visiting purposes in a chair, he suddenly stopped at 'Watkins' Dispensary, in Sheng Mun Tai Street, and ordered to be brought to him a horse, on which he mounted and rode away in a very masterly manner.

The officials of the Viceroy's yamen are all busily engaged in attending to different affairs and H. E. Viceroy Chow devotes the greatest attention to his duties to which he attends during the forenoon of every day. There is not a despatch, or other document, which does not pass through his hands, before being given to his subordinates.

FEMALE SHOP LIFTER.

Last Saturday a woman about 40 years of age entered a secondhand clothes shop at Shung Chin Tong and whilst examining some goods, secreted a coat about her person, which was found when the woman was searched. The woman was arrested and taken to the No. 9 Police Station, where she was let off lightly, because it was her first offence.

It is reported that H. E. Viceroy Chow Fu has telegraphed to H. E. Wu Ting Fang, president of the Board of Punishment, to come to Canton to discuss some important affairs with him. Upon receipt of the telegram H. E. Wu at once started for Canton by steamer and reached here yesterday afternoon.

PROVINCIAL EXPENDITURE.

A despatch has been received from the authorities at Peking, ordering the local authorities to furnish the statement of accounts, of the administration of the period under the ex-Viceroy Shum. Yesterday H. E. Viceroy Chow ordered the weiyuns of Sin Hai Kuei, the Customs Department, and the Canton Waterworks Department, nine in all, to make up the different statements of accounts.

Weiyuns Lu and Lo are the only two officials at present managing the affairs of the Canton Foreign Affairs Bureau.

RIGIOUS JAPANESE.

A certain Japanese in Honam was caught in the act of knocking at doors of family (private) residences, last Saturday, when a policeman interfered. A fight ensued between the policeman and the Japanese. It is reported that the Japanese was on the offensive. Ultimately, with the help of several other policemen, the Japanese was arrested and is to be brought to the head Police Station for trial.

SERIOUS STABBING AFFRAY.

SOUTH AFRICAN COOLIES IN TROUBLE.

A serious stabbing affray among a gang of repatriated coolies from South Africa occurred in Connaught Road West shortly after three o'clock yesterday afternoon, and it is feared death may intervene in one case. Two men were found lying in the street by the West Point police and they were promptly despatched to hospital for treatment. One man was seen to be wounded in two places. He had a knife wound, two and a half inches deep, in his back and a deep cut on his thigh. Owing to the state of this man's condition when he entered the hospital yesterday, it being feared that he could not live out the night, his dying deposition had to be taken. The other man, who is not in so serious a condition, had a nasty cut on his back, just below the right shoulder.

Half an hour after the stabbing was done Inspector Collett's men were just in time to arrest five coolies who were putting off in a sampan when the officers reached the quay. The quintette were removed to No. 7 Police Station and charged with attempting to murder one Lau Tak Shing, alias Lau I, and with cutting and wounding one Ngai Tak Sang, causing grievous bodily harm, on the Praya West, on the 19th instant. The men, after making statements, were locked up. The police searched high and low after that to find the knives with which the stabbing was done, but it proved fruitless. They have come to the conclusion that the lives were thrown into the harbour.

A few days ago a number of repatriated coolies arrived in the Colony from the South African mines. The majority of them were en route to their respective homes up North. While in the Colony part of them lived in a boardinghouse in Centre Street. Yesterday morning one of the five men under arrest informed his friends that Lau Tak Shing—one of the men now in hospital—had set upon him, and relieved him of a cheque for £60, his watch and chain and a few pieces of clothing. He begged them to assist him to force Lau Tak Shing to return his property. Five persons then went in search of Lau. They found him with a few friends in Connaught Road West. He was told to hand over the property that did not belong to him. Lau denied that he had robbed the man, and a quarrel followed, which culminated in a free fight. Knives were brought into play and the two men—Lau and Ngai—were stabbed. From the appearance of the men now under lock and key it appeared that they were the only persons to use knives, as they have suffered practically nothing through the fight.

Lau Tak Shing in his statement made in hospital last night declared that the man whom he was alleged to have robbed was an inveterate gambler. He owed Lau £52 which the latter lent him to gamble with. Yesterday he gave him his cheque for £60—payable in Chingwan-tao—as payment for the debt. Lau denied the statement alleging robbery.

The five men were placed before Mr. F. A. Hazeland, at the Magistracy, to-day, in answer to the charges. They pleaded not guilty, and the case was remanded.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI SIKH POLICE.

TO BE DEPORTED TO INDIA.

[From Our Own Correspondent.]

Shanghai, 20th November, 2.45 p.m.

Ten Indian constables were brought, on remand, before his Lordship Sir Haviland de Saussmarcz, judge, to-day.

Eight of the men were unable to provide satisfactory security and were ordered to be deported to India. The other two were remanded till Thursday so as to afford time for the consideration of the securities offered by them.

[The Court was asked under article 83, section (1), of the Order in Council of 1904, to require the accused to appear and require them to give security to keep the peace and for their future good behaviour, and in default of their giving such security to the satisfaction of the Court that it should be ordered that they be deported to India.—Ed., H.K.T.]

[N. C. D. News.]

Japanese Press Jubilant.

Tokio, November 15. Referring to the launch of the *Satsuma* the *Kokumin* exclaims "Behold! here is a battleship bigger than the *Dreadnought* designed and constructed exclusively by Japanese." Other newspapers are similarly jubilant and claim that the *Satsuma* is the biggest and most powerful battleship not only in Japan but in world.

THE "HANKOW" FIRE.

THE AMERICAN LADY PASSENGERS.

The following letter from Capt. B. Branch, of the *s.s. Hankow*, dated the 7th inst., is published in the *Manila Times* of 14th idem:—I received yesterday a clipping from your contemporary, the *Manila American*, of October 11 referring to the fire which occurred on the Canton River steamer *Hankow* on October 14th last.

In justice to myself and officers, I am compelled to repudiate the statements therein contained and most express my doubts as to whether the ladies mentioned really furnished the said statements.

A thorough investigation has been held in Hongkong by two separate Courts, one a Common's Court of Inquiry and the other a Marine Court, the former dealing with the cause of death of those lost in the *Hankow* and the latter holding an inquiry into the behaviour of the master and officers and their efforts to save life and property after the fire was reported. The master and officers were exonerated from all blame, the finding of the Court being that under the circumstances considering the rapidity and ferocity of the flames everything that could be done was done to save life and property. I enclose copy of Court proceedings as published in the Hongkong papers.

Before the fire reached the saloon all the berths had been eered by the officers, including myself, to see that none remained behind. I personally saw two of the ladies mentioned, in safety on the wharf and then again returned to the scene of the fire. None of the saloon passengers had to be thrown on shore by the regular gangway before the fire reached the forward end of steamer where the saloon was situated. With several hundred lives at stake on the after part of the steamer where the fire commenced and was raging fiercely, it was impossible to consider passengers' personal effects, all efforts were being directed to check the fire and save life and the ship's officers were doing their best in that direction. The engineers were driven from the engine room in their attempt to start the steam pumps, and the engineers narrowly escaped with his life. The officers were driven from the hand pumps by the fire and smoke before they could couple up the hose, and none of them left the steamer until they saw that unless by so doing they would lose their own lives without advantage to others.

I think the proof of this is that they were the last living people to leave the steamer and none of their personal effects. In some instances their papers containing references as to character, extended over a period of forty years, and these papers it is impossible to replace.

The first thought and duty of a sailor is to save his ship and the lives of passengers, and the European officers, deserted by the Chinese crew, were doing their best in that direction until compelled to retire.

With reference to the American Consul-General, Mr. Wilder, doing nothing to assist the distressed, I may mention that the Consul-General is known throughout Hongkong as an American gentleman and think no further recommendation is necessary.

It is a matter of regret that certain publications lend themselves to the publishing of articles of a highly sensational nature, caring nothing as to whether such articles are correct so long as they appeal to the taste of a certain section of the populace.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Regent Luitpold*) 21st inst.

Indian (*Lahang*) 26th inst.

The Boston S. S. Co.'s *s.s. Tremont* arrived at Manila on 19th inst.

The *s.s. Cardigan* left Singapore on 14th inst., and is due here on 21st inst.

The P. & A. S. S. Co.'s *s.s. Aragon* will be due to arrive at Hongkong on 5th prox.

The M. M. Co.'s *s.s. Polynesian* left Singapore to-day at 6 a.m., for Hongkong en route Saigon.

The O. & O. S. S. Co.'s *s.s. Porto* will be due to arrive at this port on Wednesday morning, at 6 a.m.

The O. & O. S. S. Co.'s *s.s. Celtic* will sail from Yokohama for Hongkong and will be due to arrive at this port on 20th inst.

The N. Y. K. *s.s. Tamba Maru* European Line left Kobe for this port via Moji on 17th inst., and is expected here on 4th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

JAPANESE BANK FORGERS.

PART OF A GANG ARRESTED.

(From Our Own Correspondent.)

Shanghai, 30th November, 2.45 p.m.

Nine persons of a gang have been arrested in Japan in connection with extensive bank forgeries.

The gang is supposed to number some thirty persons.

(Reuters.)

The Boer Raid.

London, 18th November.

Ferreira and all his followers have been captured.

Football.

Scotland has beaten the South African team by 6 to 1.

The America Cup.

Sir Thomas Lipton states that it is his present intention to challenge for the "America" Cup in 1908.

Launch of a Russian Cruiser.

The fast Russian cruiser *Rurik* has been launched at Barrow. She carries four 10-inch and forty smaller guns.

Later.

Bomb Explosion in Rome.

A tremendous bomb explosion occurred near the High Altar in St. Peter's, Rome. No one was injured, although the church was crowded.

Japan and the United States.

A Japanese squadron will visit San Francisco in the spring. The port authorities are instructed to prepare the reception.

WARNING TO THE UNWARY.

BOARDING-HOUSE-KEEPER'S FRAUD.

A case which was heard this morning by His Honour Mr. A. G. West, Judge, presiding in the Summary Jurisdiction Court, should act as a warning to those contemplating the purchase of furniture and fittings as they stand, in any house they may be contemplating occupying. In this case it appears that the proprietress of a local boarding-house, desiring to give up the business, arranged privately with another party to take over the lease and all the furniture and fittings. The arrangement was concluded, and the purchase money paid partly in cash, and partly by a promissory note for the balance. At the time of the negotiation, the seller represented to the purchaser that all the electric fittings in the house were her own property, and they were therefore included in the valuation. Subsequently the purchaser discovered that the fittings were not the property of the seller, who had only hired them from the Electric Light Company. Upon making this discovery she refused to pay the promissory note when payment of same was demanded by the holder, who thereupon brought this action to recover in the Summary Court. Defendant admitted that of the amount of the promissory note she did owe a balance, but denied that she owed for fittings which were not hers, and which plaintiff had no power to sell her. His Honour said the promissory note had been obtained by fraud and misrepresentation, and gave judgment only for the amount that defendant admitted she owed.

RECALCITRANT FISHERMAN PUNISHED.

TRESPASSES ON TARGET RANGE.

At the Marine Court yesterday, before Lieut. C. W. Peckwith, R.N., Marine Magistrate, an officer of the Royal Garrison Artillery prosecuted Yeung Yau Li, master of licensed fishing junk No. 30441, for wilfully disobeying the orders of the Harbour Master, by returning to the gun practice range, after having been warned off, on the 12th inst., while target-practice was proceeding.

Corporal Adams, F.A., sworn, said that the Pinewood Battery were carrying out heavy gun practice, and the R.A. launch in attendance warned the two boats No. 3041 and 159311, to get out of the range, but they, however, persisted in returning to and crossing the range, which action much delayed the firing. This firing had been duly advertised in the papers.

Yeung Yau Li said he was master of the fishing junk No. 30441. He was warned to leave the range, and so went away. He was warned by the launch attending on the practising. There were officers in the launch.

His Worship said: I find after going into this case that you, Yeung Yau Li, did on the 12th inst., in your sampan No. 30441, go across the firing range of the Pinewood Battery after having been warned by the artillery launch, and taking into consideration the immense amount of trouble you sampan-men continually give when the various batteries are firing, I therefore fine you £5 or in default two weeks' imprisonment.

THE "HUNG YIK" ASHORE.

NEAR LANTAO.

The steam-launch *Hung Yik*, which trades between this port and Tai O, went ashore on Tung Chung Island, in the vicinity of Lantau Island, yesterday morning, but luckily no damage was sustained by the launch, as the place where she struck is devoid of rocks. The *Hung Yik* left Tai O early yesterday morning with over seventy passengers. At a quarter past four o'clock, while she was steaming past Tung Chung Island, the steering gear broke, the launch became unmanageable, and ran on the island. She remained in that position for fully five hours, during which time the launch crew had time to repair the defective steering gear. At a quarter past nine—at high tide—the launch was got off and continued her voyage to Hongkong.

"AN UNUSUAL APPOINTMENT."

SOLICITORS AND THEIR COSTS.

At the Supreme Court yesterday afternoon before His Honour the Chief Justice, presiding in Ordinary Jurisdiction, the Hon. Mr. J. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, moved the Court for a declaration that in the conducting of certain actions brought on behalf of John Clifford Wilkinson by Wilkinson and Grist, solicitors of Hongkong, the said John Clifford Wilkinson in a strictly proper professional manner, and that they were duly instructed and authorized by the said John Clifford Wilkinson to commence and to proceed with the said actions.

His Honour the Chief Justice, in giving judgment, said that the reason for the application was that Messrs. Wilkinson and Grist obtained a decree in this Court against Mr. Clifford Wilkinson, for costs incurred for professional services rendered, but upon endeavouring to enforce the decree in the Courts of Japan the defendant, John Clifford Wilkinson, appeared before the Court and stated that he never instructed Messrs. Wilkinson and Grist to take proceedings in two out of the three actions for which they claimed costs. This was reported in the local Press, and so that it was imperative for Messrs. Wilkinson and Grist to bring the real facts before the Court here, and to move for the declaration now prayed for. Telegraphic and mail correspondence having been produced and read, together with affidavits of Mr. C. D. Wilkinson and Mr. C. E. H. Heavis, of the firm of Messrs. Wilkinson and Grist, His Honour said: This motion is one of a most unusual kind, and I doubt if such an application has ever been made before. But the circumstances are unusual and I doubt if the circumstances occurred before, though the urgency of judgment debtors in investing devices for evading payment of their just debts in general is known to be very fertile. In particular, this ingenuity displays itself in devising defences to an action on a judgment given against them in a foreign Court. But, though I have had some experience in the matter, and though the defence of fraud is occasionally raised, I doubt if it has ever been raised in such a barefaced manner before, and in a manner which must of itself react upon the true facts of the case, and the judgment debtors, himself.

The motion, as I said, being of a very unusual kind, I must first consider whether I have any jurisdiction to entertain, quite apart from any jurisdiction under the Ordinance. What is it? It is not a motion which calls on this Court to express any opinion on the judgment of the Japanese Court. That, of course, I could not entertain, however much I might regret the result which has been brought about by the conduct of the judgment debtors, himself. A British subject, that result being a refusal to enforce a judgment of this Court. The Courts of our Ally are entitled to receive, and will always receive, the same respect which is paid to the Courts of all nations within the comity, even though they may have misinterpreted or been misinformed as to the law of this Colony on which the judgment was procured. But the motion is quite of a different nature. It is made on behalf of a solicitor practising in this Court, for a declaration that certain statements made by the defendant in the Japanese Court in an action on the judgment of this Court for his costs, which reflect on his professional conduct, in proceedings before this Court in respect of which the costs were incurred, and which are calculated to injure him among his clients, whether in this Colony or in Japan, are untrue. That I have jurisdiction to entertain such a motion I have not the smallest shadow of a doubt. Solicitors are officers of the Court. There is a jurisdiction in the Court quite apart from the Ordinance to investigate their conduct when it is brought before it, an investigation which is not entirely limited to breaches of professional conduct, but extends to any conduct which is calculated to reflect on the Court, and to inquire into the circumstances. This jurisdiction cannot be exercised. It cannot exist merely for the purpose of enforcing the duties of solicitors against them and punishing breaches; it must also extend to the co-relative of protecting their rights should they be infringed in a way which cannot be redressed by the usual processes of law. What is the case here? Charges have been made against a firm of solicitors in this Colony for conducting proceedings entirely without merits, and on their own initiative. These charges, if true, are in the highest degree unprofessional—the penalty, removal or suspension from the rolls. It is conduct which it would be the duty of the Law Society, had it received the status which I hope it will soon receive, to have brought to the notice of the Court. I am sure that when in due course the report had taken more consistency than paragraphs in the newspapers could give it, it would have been the duty of the Attorney-General to have brought it before the Court. But, unfortunately, the solicitors, whose conduct has been impugned, have themselves brought the matter before me, and asked for protection, and I am certain that if it is a proper case the Court is bound to afford them that protection, and will do so in the most ample and effective way it can. The facts are as brief as they can be; certain instructions were in fact given to Messrs. Wilkinson and Grist by John Clifford Wilkinson of Kobe, to commence an action against F. A. Shu for infringement of his trademark in Tanan mineral waters. Correspondence followed with regard to cases against other alleged infringers of that trademark. Mr. Wilkinson, the judgment debtor, was invited to telegraph the word "proceed" if he wished the actions proceeded with, leaving the conduct in the hands of the solicitors and counsel. I later, when a compromise seemed to be in process of being effected he was invited to telegraph the word "withdraw" if he decided to withdraw. That is to say, to withdraw from actions which were already begun in accordance with his previous instructions. These are the statements as reported in the *Kobe Chronicle*. The statements as reported are as follows:—J. C. Wilkinson, defendant, who appeared to defend the case in person, stated through his interpreter, Mr. Kuroyagi, that he refused the claim. He proceeded to depose that he had instructed the plaintiff to take steps against Ea Shu and Co. He denied having asked them to proceed against Richie and Co., the Nippon Yusen Kaisha and Yam

Hing Long as alleged by plaintiffs. They took steps against these three firms entirely on their own responsibility, without being asked, and for these latter actions the costs of the Court and remuneration totalled a very high figure. Plaintiffs had no legal grounds whatever for demanding remuneration for services which were unasked for. Defendant added that he had paid 1,000 yen in April, 1903, for services rendered on instructions, and that was quite enough. In answer to this the defendant stated he had paid 1,000 yen for the services of plaintiffs in conducting the action against Ea Shu and Co. Defendant denied having applied to plaintiffs to take action against the Nippon Yusen Kaisha and two other firms. Knowing that plaintiffs were making preparations to bring action against the three firms, he wrote and instructed them to refrain from taking such action. The facts are sufficiently before the public to justify notice being taken of them, and as a further, it is clear on these facts that I have sufficient information before me to express an opinion in the absence of the judgment debtor, and I think his absence ought not to preclude me from doing so, and so affording the solicitors the protection they ask for. On these facts there is not the shadow of a doubt that Messrs. Wilkinson and Grist acted in every step within the scope of their instructions, and to bring the matter into proper compass within the express words of their instructions, and that if they had not acted as they did they would have rendered themselves liable to an action for breach of instructions. These things being stated, and the jurisdiction of the Court being clear, this Court on this motion declares that having regard to the written documents, Messrs. Wilkinson and Grist had express authority from the judgment debtor to take each and every step on his behalf; that the statements made in the respect to the judgment debtor in the Japanese Court, are statements calculated to prejudice them in their professional capacity, and also calculated to deceive the Japanese Court, and that those statements as they appear officially in the reports laid before this Court are without any foundation. I can only regret that this Court has not the means at its command for bringing this declaration to the notice of the Japanese Court officially.

SHANGHAI JOCKEYS.

THE ACCIDENT TO MR. VIDA.

Our readers will be delighted to learn that although Mr. Vida has been having a very bad time and suffering untold agonies since his accident in the Grand National Steeplechase on Saturday, he was a good deal better yesterday afternoon, and in the ordinary course of things, is likely to be on the high road to complete recovery in the course of a few days. He has a compound fracture of the wrist, a most excruciating injury, in addition to a shock of such severity that it would tax the strongest constitution to sustain it.

ANOTHER UNFORTUNATE JOCKEY.

We regret to state that Mr. J. Johnstone sustained an unfortunate accident last Wednesday after the race for the Champions, when, in the course of a friendly wrestling match with another jockey, he broke the ligament in his knee.

The limb has to be put in plaster of Paris, and, of course, all idea of riding in the steeplechase on Saturday had to be abandoned. He was in the jockey's stand, however, all the afternoon on crutches, and witnessed his pony Helldan (Mr. Alderton up) making a gallant bid for the race.—*Shanghai Times*.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

To the Editor of the

"North-China Daily News,"
Sir,—Now that it is safe to assume that we have all sobered down after the delirium of the races and do not any longer worry our heads about the relative merits of Heather King and Cosmopolitan, I, as the unworthy owner of the latter, crave your permission, Sir, to trot out his message on the Pootung side for the benefit of the public. For, in spite of Mr. Taylor's rhetoric, the question as to whether we—the shareholders in the Dock Co.—shall be compelled against our own judgment and inclination to "put our money on the gentlemen's horse" remains still in the balance.

Tactically Mr. Taylor was momentarily successful at the recent meeting in burking all serious discussion as to my question on what authority he had based his calculations regarding the anticipated profits in the proposed Wharf and Godown Co. by blantly referring me to the report of his speech in the papers. Next day: "Had Mr. Taylor been kind enough to oblige me by confirming, what I now see is the case, that the figures of the estimated profits are based on his own authority, I should there and then have been able to show that his calculations as regards wharves and godowns are as fallacious and preposterous as have been his calculations about the much-desired Weihaiwei gol."

I have now read, marked and inwardly digested Mr. Taylor's able effort, and will avail myself of the opportunity which was denied me at the recent meeting of criticizing his plausible figures. For it can hardly be denied that the question is one of vital importance not only to the poor deluded shareholders in the Dock Co., but also to some extent to Shanghai generally, and I cannot express myself with sufficient emphasis when I say that Mr. Taylor's figures are the figures of an amateur, an amateur who by profession is an able statistician. By the aid of statistics one may also prove anything, but it requires no special acumen to see that such calculations are after all only chimerical, and may cause us—and Mr. Taylor—sore disappointment. The dangers into which a theorist and a statistician of Mr. Taylor's calibre may lead us, if he has assurance enough to rely blindly on his own figures and disregard the very obvious and only sensible course to adopt, namely, the consultation of professional evidence and the reading up of old records, are so apparent that the mere mention of them ought to be enough to cause people to pause in front of an amateur's plausible argument. Theoretically Mr. Taylor will be able to prove to you by a bewildering array of figures that by sinking a shaft 1,500 miles long and investing a few millions in a diamond drill, and then boring for all you are worth you are bound to strike gold in paying quantities. He is quite right—theoretically—but in practice it will not work, far less pay. Why, may I ask, has Mr. Taylor neglected this most obvious duty to consult professional evidence on a subject which affects our Company to such an extent that it is no exaggeration to say that the carrying out of his scheme will mean either the success or the hopeless ruin of the Company, and why do you directors sit idly by and neglect their own duty to the shareholders? For if the directors had done what to most people would seem to be the performance of an obvious duty, they would naturally have bestowed themselves and found out from professional evidence, in the interest of the shareholders, what this new thing, this new scheme, really means. It is permissible to assume that the chairman's remark that "the directors are neutral" is synonymous with the supposition that as they know nothing about

Mr. Taylor's scheme they prefer the shareholders to find out and fight it out between themselves—they will not interfere.

But in heaven's name, what have we directors for? For the sake of being neutral or for the sake of knowing nothing? No, sir. Strange enough, directors are usually chosen for the purpose of doing the thinking for the shareholders. They are supposed to know more than any shareholder about anything which will affect the Company's interests, and the shareholders expect to be guided by them whenever any proposition affecting the welfare of the Company is being brought forward. But our directors will tell us nothing. They simply say that they prefer to be neutral! Certainly. The courage of the majority of people is at a low ebb when the question of responsibility crops up. But that is scarcely why we have them. As Dr. Gilbert Reid very pointedly remarked: "the responsibility rests with them."

Here comes a most amiable and polished gentleman, a man whose profession does not warrant that the directors should look upon him in any other light than that of an amateur financier, here comes this gentleman and lays a certain proposition before the directors and shareholders, a proposal the realization of which the directors must be aware will either make the Company, and these gentlemen shake their venerable heads and say: "May be you are right, Mr. Taylor, or may be you are wrong. As for ourselves we will let the shareholders decide the matter."

Might I suggest that the shareholders should present the directors with a dice box and a set of dice. It would be much easier for our trusted heads to come to a decision in that manner.

Our directors have evidently taken Mr. Taylor seriously. If they (as they as well as Mr. Taylor ought to have done) had consulted professional evidence, they would not have been in need of any dice box. After proper investigation they would have found that Mr. Taylor's godowns are borne on sand, metaphorically speaking, and that his figures have been bred in Weihaiwei.

Before proceeding to hoist Mr. Taylor with his own petard I should like to mention that no disrespect is meant to Mr. Cecil Holliday or Mr. Charles Judson when I say that it is difficult to suppress a smile at the idea of these two level-headed business men sitting at the feet of the oracle Mr. Taylor, the great authority on gold mining, docks and wharves and listening to that gentleman's plausible rhetoric. These two gentlemen or at all events the first named—have both publicly declared that they have been much impressed by Mr. Taylor's figures, and we have it on Mr. Holliday's own admission that Mr. Taylor has been able to withstand a most severe cross-examination at his hands. Mr. Taylor, whose figures himself admitted to be expert assistance, and from the courteous way in which he referred me to the enjoyment of them in the morning paper there is not the slightest doubt that that gentleman himself is thoroughly impressed by their soundness, and that his disciple, Mr. Holliday, is a fanatical convert.

I wonder whether Mr. Holliday remembers the time when he used to heckle Mr. Twentyman? If Mr. Holliday would please go to the trouble of perusing an old speech of his own, reproduced in the "North-China Herald," he would be somewhat taken aback at his own figures the other day when he spoke about 18 or 20 Taels dividend on each Dock share. Yes, that was the good old times when we used to increase our capital in order to use part of the money in paying dividends. For the present I fear we shall have to be content with six or seven Taels a share, but then again we may of course make some twenty odd Taels per share in our new Wharf and Godown Co., and the way it is going to be done I will show you in my next—I am, etc.,

G. NIELSEN.

[To be continued.]

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$47, Hongkong Fires \$332, K.C. and M. Steamboats \$271, Indo-China \$74, Kowloon Wharves \$881, Shanghai Docks \$15, 107, Hongkong Lands \$103, Humphreys' Estates \$11, Cements \$19, Electric \$17.
Sellers:—Hongkong Banks \$80, Unions \$77, Cantons \$30, China Fires \$95, China and Manilla \$23, Doughsies \$30, Shell Transports \$1, China Sugar \$145, Raubs \$9, Hongkong Docks \$151, West Points \$50, Humphreys' Estate \$11, Cements \$13, China Borneo \$10, China Providents \$91, Lces \$236, Ropes \$23, China Light and Power \$10, A.S. Watsons \$121, Powells \$8.
Sales:—Indo-China \$74, China Providents \$9, Dairy Farms \$17 ex div.
Nominal:—Hongkong Wharves \$15, 230, Hongkong Hotels \$1121, Tramways \$215.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 9/16
Do. demand 2/3 1/2
Do. 4 months' sight 2/4 1/2
France—Bank T.T. 2/2 1/2
America—Bank T.T. 2/3 1/2
Germany—Bank T.T. 2/3 1/2
India T.T. 2/3 1/2
Do. demand 2/4 1/2
Shanghai—Bank T.T. 2/2 1/2
Singapore T.T. 2/2 1/2
Japan—Bank T.T. 2/2 1/2
Java—Bank T.T. 2/2 1/2

Buying.
4 months' sight L/C. 2/4 5/16
6 months' sight L/C. 2/4 1/2
30 days' sight San Francisco & New York 5/6 1/2
4 months' sight do. 5/7 1/2
30 days' sight Sydney and Melbourne 2/4 9/16
4 months' sight France 2/2 1/2
6 months' sight " 2/2 1/2
4 months' sight Germany 2/4 1/2
Bar Silver 33
Bank of England rate 8 3/4
Sovereign 8 6 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.
On the 20th at 11.50 a.m.—Except over Central Japan the barometer has risen generally, particularly over S. China and the Loochoos. The anticyclone, which remains centered over the continent to the North of the Yangtze, has spread to the S.E. and now covers the whole of China and the Pacific towards the Loochoos. There is a shallow area of low pressure over the S. part of the Sea of Japan.
Pressure is in considerable excess of the normal generally, except over Central Japan and the Philippines.
Gradients are moderate to rather steep, and strong monsoon will continue along the China Coast and heavy monsoon over the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, fresh, to moderate; fine.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamock, same as No. 2.
4.—South coast of China between Hongkong and Hainan, N. winds, strong.

To-day's Advertisements.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

MEMBERS of the above Association are invited to note that the next DANCE OF THE SEASON takes place on MONDAY, 3rd December, in the City Hall, at 9 P.M. Invitations should be obtained as early as possible, as none will be issued after the evening of the 2nd December.

For the convenience of the Kowloon Members a late Ferry will run at 1 A.M.

J. J. BLAKE,
Hon. Secretary.
Hongkong, 20th November, 1906. [1114]

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST (English), at present in Japan, desires a position in a China Port. Salary required \$175 5 years' experience. Copies of Testimonials and Reference open to inspection at the Office of this Paper.

Apply to—
"K. G."
C/o The Hongkong Telegraph.
Hongkong, 20th November, 1906. [1116]



HARBOUR MASTER'S DEPARTMENT.

WITH reference to Government Notification No. 975 of the 15th November, 1905, information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On WEDNESDAY, the 21st November:—
From 1.30 p.m. to 6.00 p.m., towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 7 P.M., and finishing at 9.30 P.M.

On TUESDAY, the 4th December:—
Practice scheduled to take place from Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 p.m., and finishing at 9 P.M., cancelled.

On MONDAY, the 3rd December:—
From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 6.30 p.m., and finishing at 9 P.M.

On THURSDAY, the 6th December:—
From Lyemun, towards Entrance to Junk Bay, at ranges up to 6,000 yards, commencing at 6.30 P.M., and finishing at 9 P.M.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WM. BECKWITH,
Lieut. R.N.,
Harbour Master, &c.
Hongkong, 20th November, 1906. [1117]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship.

"GREGORY APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed, that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 20th November, 1906. [1115]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"GREGORY APCAR" Captain S. H. Nelson, will be despatched for the above Ports, on TUESDAY, the 27th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 20th November, 1906. [1115]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"POLYNESIE."

Captain Broc, will be despatched as above, on or about MONDAY, the 26th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1906. [111]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 H.P. W. WALKER.

Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabin.

Passage Fare—8 single Journey, 15 (Servant excluded).
Meals \$1 each.

YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1075]

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

PIANO

AND

APOLLO

PIANOLA,

\$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [138]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES

SOLE AGENTS:

H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL,

Hongkong, 8th November, 1906. [4

